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[a716]

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[a257]

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[a24]

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[a760]

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TELEGRAPHIC ADDRESS—"COMFORT,"
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Hongkong, 1st September, 1910. [a39]

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Kowloon, 25th April, 1912. [536]

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Hongkong, 1st March, 1912. [539]

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Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers, will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A. S. W. 5th Ed. London. P. O. Box, 54. Telephone No. 12.

BIRTH

At Cornhill, Quarry Bay, on the 28th inst., the wife of Mr. J. REID, of a daughter.

MARRIAGE

On April 27th at Sacramento, Cal. ALFRED HUMPHREYS to EVELYN S. ANDERSON.

HONGKONG OFFICE: 10A, DES VOUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 29th, 1912.

It is some days now since we published the telegraphic news that the Chinese force in Lhasa, the capital of Tibet, was besieged by fifteen thousand Tibetans, and that the Chinese had apparently exhausted their ammunition and ordinary food supplies. The end, we were told, was expected soon. No further news, however, has been received. Information from Lhasa, which usually comes by way of Gyantse, often takes many days to percolate to the outer world, and until it does we can but indulge in conjectures as to what the actual position is in Tibet. The Chinese garrison would be "holding the fort" in expectation, no doubt, of the arrival of reinforcements for their relief; but one would suppose that it should not be an extremely difficult undertaking for fifteen thousand armed Tibetans to storm a position, held by a thousand starving Chinese whose ammunition, like its food, has been exhausted. We should know what has happened to the garrison before long. Meanwhile it is significant that we have heard nothing of the DALAI LAMA quitting his comfortable and secure quarters at Kalimpong, where he enjoys the protection of the Government of India. On many occasions since he took refuge beyond the borders of Tibet he seems to have approached the Government of India with

proposals for their intervention on his behalf, but all in vain. The limits of British interference in Tibet are defined in a very recent treaty and the circumstances which have since arisen do not yet, at least, justify any such intervention on Great Britain's part as the DALAI LAMA would wish to see. There is a disposition in Calcutta, we notice, to believe that the DALAI LAMA is now appealing to Russia. Router, a few weeks ago, informed us that the Mongol Buriat DZORIEFF had arrived in Russia as the agent of the DALAI LAMA, but the object of his mission was not stated. DZORIEFF seems to have been in seclusion lately. A few years ago his name figured very prominently in discussions relating to Tibet. It was he who, previous to the Tibet Mission, negotiated a secret understanding between Russia and Tibet, and who induced the DALAI LAMA to return Lord Curzon's letter of protest unopened. It is possible that this man, who obtained the most extraordinary influence over the Tibetans to accept a Russian Mission in Lhasa, but just when matters were being brought to a head, the war in Manchuria diverted the attention of St. Petersburg. DZORIEFF fled from Lhasa, previous to the arrival of the YOUNGHUSSEND Mission, and has not been heard of till now. He is a Russian subject, and is assumed to have been living in Mongolia on a Russian pension. DZORIEFF, by the way, is a Russianised form of a Tibetan word meaning "thunderbolt," and the name was bestowed on the Buriat because of the extraordinary rapidity with which he used to make journeys between St. Petersburg and Lhasa. It was thought in India when ROUTE's recent message was received that his description as "agent" of the DALAI LAMA was not strictly accurate now, as there was no reason to suppose that he has had in recent years any relations with the exiled spiritual ruler of Tibet; but as the DALAI LAMA made no haste to deny that DZORIEFF was at St. Petersburg, in connection with Tibetan affairs, notwithstanding that it came to be openly suggested that DZORIEFF was buying arms and ammunition on behalf of the DALAI LAMA—the attention of the Government was called to the matter by one or two of the leading Calcutta papers as being a matter that ought to be inquired into. As one of the papers remarked, "It is hard to believe that the DALAI LAMA would so abuse British hospitality as to make use of his secure position in Sikim to enter into relations with a very dangerous and subtle person, who is known at one time to have been in the pay of Russia, and whose Russian sympathies are well-known. It is a long time since India has had anything to fear from Russian intrigues on her frontiers, but the complicated situation in Tibet certainly offers Russia an opportunity for the display of that kind of political activity which a decade ago kept the Indian Government restless and uneasy." We doubt if Russia will be inclined to avail herself of that "opportunity," knowing as she does that it must embroil her with Great Britain. The leading Russian newspaper, the *Novoye Vremya*, has quite recently set out with remarkable frankness the programme of Russian policy on the frontiers of China according to the views of the so-called Nationalists; but it included no development in the direction of Tibet. "Chinese anarchy on the one hand and Russian Imperial problems in the Far East on the other—this opposition," it said, "leads us to the inevitable conclusion that it would be criminal to let such an advantageous moment slip and to fail to make use of the weakness of our neighbour in order to realise our political ideals." The first question refers to Manchuria. Everyone is aware, said the writer, that Japan is systematically appropriating the southern part of the country. Hence Russian diplomacy must make up its mind as to "what we should do with Northern Manchuria." It is not otherwise with the third and last problem—that of Mongolia. "We must draw up such a *modus vivendi* as will secure not only the political but also the cultural independence of Mongolia." Tibet does not come within the picture, and it should not be forgotten that by the Convention of 1907 concluded between Great Britain and Russia the high contracting parties engaged to respect the territorial integrity of Tibet and to abstain from all interference in its internal administration.

Harvest prospects in the Hanyang and Hankow districts are described as excellent. Mr. Melbourne yesterday further remanded the three men who were charged with the murder of a youth at Yumnati. Mr. Lewis appeared on behalf of the defendants. The structural alterations in the Puisne Judge's Court in the Law Courts at present show an improved jury box. The press-seats are also to be changed, being placed just under the bench.

At the Magistracy yesterday, before Mr. Irving, a Chinese was sentenced to three months' imprisonment for picking pockets at Shaikwan.

A Chinese editor is being prosecuted in the Mixed Court at Shanghai for inciting readers of his paper to kill Yuan Shih Kai, Tang Shao-yi and two other members of the Cabinet.

In all, eleven bodies were picked up, in different parts of the Colony, on Monday. The greater proportion were found either in or on the foreshores of the harbour, and in a number of cases death was apparently due to plague.

The Colonial Secretary's Office informs us that Newchwang enforces fumigation regulations similar to Shanghai on vessels arriving from Hongkong. No steamers are allowed to lie at the wharf unless they have been fumigated.

A number of men quarrelled in a tea shop at West Point yesterday, the result being that one of them was thrown down stairs, and afterwards hit on the head with a piece of firewood. One of the assailants was charged at the Magistracy yesterday, and was remanded until June 1st.

Interviewed at the close of his tour in Laos, the Governor-General of French Indo-China said his travels had confirmed his confidence in the economic future of Indo-China. M. Sarraut has been specially impressed with the necessity of uniting Laos to the rest of the Colony by a railway. He is now projecting visits to Tongking, Cochinchina, and Cambodia.

News was received at the American Consulate, Shanghai, last week that Dr. A. P. Wilder, Consul-General, was gradually regaining his health and strength. In the letter, which was written from California, Dr. Wilder expresses the hope that he will soon be back in Shanghai, as the illness which compelled him to take leave has now disappeared and he is well advanced in the convalescent stage.

"J.X.B." sends a reply to the letter of "Macao" which appeared in a recent issue. He disavows any hostility to H.E. the Governor of Macao, but affirms that however much His Excellency may be handicapped by the Lisbon Government there still remains much that he might do to arrest the decaying fortunes of the port. Little good can come from a discussion of vague generalities, and for that reason we abbreviate the letter.

In most of the Catholic countries it is customary to offer special prayers during epidemics of disease and to beseech the intercession of a patron Saint for deliverance from contagious disease. The plague in Hongkong this year has been unusually severe and a special service is being held at the Roman Catholic Cathedral to-morrow, at 7.30 a.m., in honour of St. Roque, to whom the Catholic community pray for deliverance from epidemics, and the faithful, are invited to attend.

GOVERNMENT HOUSE.

Individual invitations are not being issued for the reception to be held at Government House on Monday next. Ladies and gentlemen attending the reception are requested to bring a card with their names written thereon, which should be handed to the A.D.C.

INTERPORT RIFLE MATCH.

With the exception of Mr. Gregory's 90, scoring at the practices last week-end were somewhat disappointing, the average for a team being only 90.7.

It is proposed to have a further practice to-day (Wednesday), at 3.30 p.m., and on Saturday, 1st June, at 3 p.m., on the King's Park Range.

The team will be picked at the conclusion of Saturday's practice and it is proposed to fire off the match on Monday, 3rd June, at 7 a.m.

HONGKONG MERCHANTS AND LIKIN

We learn from reliable sources in the Colony that local merchants are complaining about the imposition of *likin* on goods and material entering the interior by the Kowloon-Canton Railway. The order for the collection of this duty was apparently promulgated last month, and imports entering Sam-chun, and railway stations beyond have been subjected to a two-per-cent. *likin* tax in addition to the five per cent. import duty. Beyond Sam-chun the people refused to pay this additional duty, and it is reported that the military have been instructed to assist the authorities in the collection of the duty. This imposition is contrary to the terms of the Mackay Treaty, and it is not at all unlikely that the Chamber of Commerce will have their attention drawn to the matter with a view to proper representations being made on the subject.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TRANSPORT WORKERS' STRIKE.

LONDON, May 28th.

Protected by mounted police, merchants took men to the docks and secured supplies, much fruit and perishables being saved.

The Convent Garden trades-union have joined the strike, demanding recognition of the Union and better conditions, but the non-unionists have remained. The employers say that, with adequate protection, work at the market can be maintained. The trade union pickets are working actively.

A cargo of Argentine meat arrived at the docks and the work of unloading was commenced immediately under the protection of the police. The masters are using motor lorries, and the strikers are furious, but frightened to interfere as they might do in the case of horse-driven lorries.

LATER.

The meat convoys in the evening reached Smithfield un molested. They were strongly escorted by police.

The strike committee warns the Government that repressive action will lead to extremes on the part of the men. The Committee also calls out all the transport workers and says it has cabled asking every international agency to take action. It protests against the Government accommodating employers in protecting "scabs," and also against the use of police and soldiers.

THE INSURRECTION IN CUBA.

LONDON, May 29th.

Reuter's correspondent at Jersey City states that President Taft has sent a message to President Gomez, reassuring him that the United States would not intervene in Cuba.

The *New York Herald* correspondent at Havana has telegraphed that the British Brooks Company has informed the British Minister that the town of Central Romelia was menaced with destruction within 72 hours.

THE FRENCH IN MOROCCO.

ANOTHER NATIVE ATTACK ON TET.

LONDON, May 28th.

A Paris message reports that another attack was made on Tet in the morning, but it was repulsed by the artillery. The tribesmen again effected an entrance into the city, one French officer being killed. The casualties were 30 killed and wounded. The enemy had the heaviest casualties yet sustained.

AUSTRALIAN POLITICS.

LONDON, May 28th.

A Brisbane message states that the complete election returns show that the Government supporters number 47 and the Opposition 25. This is the largest majority since the introduction of responsible government in the State.

TEST CRICKET.

LONDON, May 28th.

The first of the triangular test matches was commenced yesterday between the Australians and the South Africans. The former batted first and knocked up 448, to which Bardeley contributed 121 and Kelleway 114. When stumps were drawn the South Africans had made 16 runs for the loss of one wicket.

GENERAL BOOTH.

LONDON, May 28th.

General Booth, who recently underwent operation for the removal of a cataract from his eye, is not so well. His Majesty has requested that he be informed of the General's condition.

THE PRINCE OF WALES.

LONDON, May 28th.

The Prince of Wales has concluded his cruise on the French battleship *Danton* and has returned to Paris.

BOXING IN AUSTRALIA.

LONDON, May 28th.

A telegram from Melbourne states that Sam Langford defeated Porky Flynn in the fourteenth round, the referee stopping the contest.

[THROUGH REUTER'S AGENCY.]

THE PAN-AMERICAN SOCIETY.

SPEECHES BY MR. KNOX AND MR. SULZER.

LONDON, May 28th.

A New York message states that at a banquet held by the Pan-American Society, Mr. Knox, said the object of his recent mission to the Caribbean was to assure all the peoples of that region that the opening of the Panama Canal would inaugurate an era of closer relations between all the American countries. The United States wished to see the other nations of that hemisphere stronger and more stable.

Mr. Sulzer, Chairman of the House Committee on Foreign Affairs, endorsing Mr. Knox's speech, said it would be a blunder worse than a crime for the United States to invade Mexico. Military experts were of opinion that such a war would require three hundred thousand soldiers, and would cost \$100,000,000.

NAVAL POSITION IN THE MEDITERRANEAN.

LONDON, May 28th.

General Ian Hamilton, who is in command at Malta, has postponed his visit to England till after the departure of Mr. Asquith and Mr. Winston Churchill whose coming conference with Lord Kitchener continues to engross the British and French papers. *Le Temps* states that Mr. Asquith and Mr. Churchill will afterwards visit Bizerta.

Though the suggestion of an Anglo-French alliance is generally coolly received by the Press of both countries, it is regarded as beyond doubt that the Malta meeting will have an important bearing on the naval position in the Mediterranean, where, according to the French view, the growing strength of Austria and Italy will tend to neutralise the French contribution to an Anglo-French alliance.

In this connection the *Daily Telegraph* points out that if the Dominions would make some sacrifice, and respond to Mr. Churchill's appeal the idea of withdrawing battleships from the Mediterranean could be abandoned. It outlines a scheme whereby our kinsmen could enable us to provide an Imperial Service squadron, which would have its base at Gibraltar and which would be the pivot force of the Empire. It might consist of eight Dreadnoughts, and twelve smaller cruisers, costing three millions annually. The paper suggests the following annual contributions:—Canada, \$200,000; Australia, \$200,000; New Zealand, \$200,000; South Africa, \$250,000; United Kingdom, £750,000. It suggests also the creation of an Imperial Naval Committee, on which the Dominions would be represented and also that the ships of the squadron should be largely officered and manned by men from overseas.

ANGLO-FRENCH ENTENTE.

THE SUGGESTED ALLIANCE.

LONDON, May 28th.

French opinion sees many difficulties in the way of the suggested alliance, especially the inadequacy of the British Army.

OBITUARY.

LONDON, May 28th.

The death is announced of Mary Dowager-Duchess of Sutherland.

[FROM THE "MANILA TIMES."]

AMERICAN ATTORNEY CHARGED WITH BRIBING JURY.

LOS ANGELES, May 23rd.

Clarence S. Darrow, attorney and chief counsel for the McNamara brothers, and a labour lawyer of wide fame in the United States, has been placed on trial for bribery in connection with the trial of the confessed dynamiter, James B. McNamara, who is now serving a life term in San Quentin prison.

Darrow is charged with bribing several of the jurors in the trial which came to so sudden an end when the McNamara brothers pleaded guilty to the crimes with which they were charged.

An important part of the case for the prosecution will be the sworn confession of Bert Franklin, a detective for the McNamara defence, who has already confessed to an attempt to bribe a McNamara juror.

SUPREME COURT.

Tuesday, 28th May.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. COMPERTZ (PUISNE JUDGE).

THE VERANDAH CASE.

The hearing was resumed of the action in which Alexander Kotas, George Maidonis, and George Tsamtsacopoulos, traders, occupying premises at the old Post Office, sued Li Hing, trader, of 152, Queen's Road, for \$1,800 for damages for breach of contract whereby defendant agreed to erect a verandah on the premises occupied by the plaintiffs.

Mr. Eldon Potter, instructed by Mr. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, and Hon. Mr. C. G. Alabaster, instructed by Mr. J. H. Gardiner, appeared for the defendant.

George Tsamtsacopoulos, one of the plaintiffs, said that the other plaintiff, George Maidonis, was now in Japan. M. Sternberg, son of the present lessee of another portion of the building, expressed the opinion that a verandah was worth half the shop, as without it goods could not be properly displayed. He estimated the loss in trade through the failure to supply the verandah at \$30 a day during the hours of twelve and three o'clock.

Mr. Alabaster then cross-examined witness.

Does your father contemplate bringing an action against defendant?—Well, I suppose he will, I am not positive. What do you generally take?—Oh, sometimes \$70 or \$80 or \$100 up to \$200.

And the profits of course are less?—Yes. Mr. Potter—What would be the grounds of action if action were taken?

Witness—For promising to put up a verandah and not carrying out his promise.

Out of that \$30 loss of trade, what would be the proportion of profit?—I can't really tell. Say, \$15.

A trader named Hakoomul, who occupied a portion of the old Post Office, said he reckoned his daily loss in trade through the verandah not being provided at \$20.

Mr. Alabaster—Have you made a claim against the verandah?

Witness—Not yet. Why not?—After I see the result of this case I will see.

Mr. Potter—Have you been offered four-tenths of what may be recovered in this case if the plaintiff wins, in satisfaction of any claim you may have against the plaintiff?—I don't understand the question.

Did you receive a letter from Mr. Grist offering you \$400 in \$1,000 if the plaintiff recovered \$1,000, that is, four-tenths, because at that time you were threatening the plaintiffs with proceedings?—Yes. Witness added that he told plaintiffs he would claim from them if the verandah was not put up.

Mr. Alabaster said there was no case for him to reply to. The agreement in writing was negatived by plaintiff and his witnesses and the verbal agreement could not be relied upon unless plaintiff called the man who interpreted for the parties.

Mr. E. M. Hazeland, architect, was afterwards called to give evidence on behalf of defendant, and the hearing was adjourned.

THE AWAKENING OF CHINA.

The annual meeting of the Medical Mission Auxiliary of the Church Missionary Society was held in the Queen's Hall, London, on the 28th inst., when Mr. Macdonald, late Deputy Commissioner in the Punjab, presided.

Dr. C. F. Harford, secretary of the Medical Committee, in his annual review, said that in China the revolution had led to serious interference with the work of the medical missions, the European staff being called to the coast by official order. A school for the training of students was in the process of formation at Foochow, for which a grant of \$500 was given by the China Emergency Appeal Committee. Affairs in Persia had occasioned much anxiety to politicians; but medical missions had been carried on with greater success than before.

The Rev. Dr. M. Mackenzie, who has recently returned from Foochow, said that the missionaries would tell them that since the revolution there had been absolutely no growth of the use of opium in China. Many Chinese had given up opium at the cost of their lives, and a great many had given it up with success. With regard to the training of native students, he pointed out that all through the Revolution it was the native doctors who had kept the hospitals going. The recent events in China had created a great demand for modern medical help. Very few Manchus would become Christians, but they came into the hospitals, and the Christian students were using stretchers in the streets in the line of fire. Men who, a few years ago, if they saw a man drowning, would say "Let him drown," were then risking their lives doing stretcher work. Christians also held high Government offices in Foochow.

One of the questions put by Senator Smith to Fifth Officer Lowe at the Titanic inquiry at Washington was:—"Of what are icebergs composed?" "Ice," replied the witness.

CANTON

May 28th.

RIVER RISING.

The river has risen a good deal the last few days and many streets in the lower quarters of the Sai Kwan and of Honam have been badly flooded, in some places the water being eighteen inches to two feet deep. At this time of the year it is always very inconvenient to get from Shamoen or the Steamboat wharves to the new bund as the streets are impassable. When the bund is finished this difficulty will disappear and in that respect will be a great blessing. At present building has got round the corner of Sha Ka Street and is approaching the French Bridge on Shamoen, so that ere long one will be able to get a rickshaw from the Foreign Consession to the Railway station at Tai Sha Ton.

HOSPITAL AT WHAMPOA.

A movement is on foot to build an isolation hospital at Whampoa to treat cases of plague, a number of whom have returned from Hongkong. This question brought up at the provincial assembly received the support of all, but certain sections of the community do not see the benefit which would be derived and think it needless expense and a movement which will not receive the thanks of the people. It is likely, however, that this opinion which is being voiced in the press will be overruled and this needed institution built very soon.

CINEMATOGRAHS SHOWS.

Cinematograph shows are catching on with the Chinese and a good deal of money is being made out of existing places, while applications for licences are being received all round. Yesterday a merchant asked for permission to open two places—one on the bund and the other at Cheng Shou Street, and offered to pay \$1,000 a year as a tax for each. This offer was refused as the Government think it is not enough.

CLOTHING THE NAVY.

The Sailors and Marines on the various Chinese gunboats plying on the delta present a rather curious appearance, very few of them being dressed alike. The Commissioner of the Navy in this province has taken up the matter and ordered over a thousand suits of a light blue material with which the men are to be henceforth clothed. The navy is to receive much more attention in the future and a good deal of money will be spent in making it more efficient, thus doing a great deal to stamp out robbery and piracy in the different parts of the Delta.

DRAGON BOAT FESTIVAL.

The 5th day of the 5th moon, which is about 21st of June, is observed annually as Dragon-boat day and it is a general holiday. It has just been announced that Dragon boat racing will not be permitted on the river this year and that the custom, which is a relic of the old dynasty, will be stopped altogether.

COMPANY MEETING.

CHINA-BORNEO CO.

The annual meeting of shareholders in the China-Borneo Co. was held in the office of the Company yesterday. Mr. W. D. Jupp presided, and there were also present:—Hon. Sir Paul Chater, Hon. Mr. E. Osborne, Messrs. A. Donison, J. W. C. Bonnar, A. J. Pinfret, J. M. da Silva, A. O. Lang, A. Galuzzi, O. Baptista, and Mr. W. P. Darby, general manager.

The notice calling the meeting having been read,

The CHAIRMAN said:—Gentlemen,—With your permission we will take the accounts, which have already been in your possession for some days, as read. When you bear in mind the unfavourable trade conditions which existed here during the latter half of last year, I trust that you consider that the result of the year's operations are fairly satisfactory. They have enabled us, after making adequate provision for depreciation, to recommend the payment of the same dividend as last year, i.e., \$1 per share. The value of our stocks of rough and sawn timber is some \$15,000 more than last year. This is due to our having, towards the end of the year, considerably restricted our shipments of timber to China in view of the prevailing condition of the market, and, under the circumstances, we may consider ourselves fortunate that our stocks are not higher than they are. They have been valued on a very conservative basis and in no case above the actual cost of production. As regards our prospects for this year, I am sorry to say that as far as the local timber trade is concerned there is as yet little or no sign of improvement, more especially in the market for Billian, which in normal years we look to as our principal source of profit. Should the present state of affairs continue it may, and probably will, seriously affect the result of this year's operations. I can only assure you that we are watching the situation very carefully and that we are in a position to take full advantage of any improvement that may set in.

On the motion of the CHAIRMAN, seconded by Mr. DENISON, the report was adopted.

Sir Paul Chater was re-elected a member of the Consulting Committee, on the motion of Mr. LANG, seconded by Mr. BAPTISTA.

On the motion of Mr. PUMPHREY, seconded by Mr. GALUZZI, Mr. Hutton-Potts was re-elected auditor, at a remuneration of \$200.

The CHAIRMAN—That is all the business, gentlemen.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, May 1st.

MR. HENRY KESWICK, M.P.

Mr. Henry Keswick, who succeeded his father in the representation of Epsom without a contest, nevertheless spent £408 in taking the seat, so he will be a few pounds out of pocket on his first year's official salary. Still, he will no doubt manage to rub along.

CHINA-PWY IN THE EAST END.

The troubles in our East End Chinatown are to cease, the leaders having called a truce. The police, in consequence of these pacific overtures, have altered the charges against the participants in the recent disorders from "disorderly conduct" to a "common affray." But there are several under remand and others on trial at Old Bailey, so these political debates will ripple the surface of Ratcliff Highway for some time to come. The riots really arose because two rival organisations, the Nautical Progress Society and the White Lily Society of China had points of difference as to the governance of their homeland. To give point to their arguments they bought over a hundred bars of iron and a few revolvers, and when the debate grew animated with these aids one Saturday night it took thirty hefty policemen to restore a semblance of order. Even then it was only after a good deal of physical damage had been done that the debaters were separated. To aid the peace propaganda the police proceedings have stimulated the keenest politicians have been sent away from the scene of the debate. Sixteen have been sent to Cardiff and others to Amsterdam.

PERSONALIA.

A visitor to London just now is Mr. Oliver Bainbridge, the well-known author, traveller, and lecturer, whose researches in the interior of China in quest of Jewish traces are well known. After lecturing in London last autumn on India-to-the-irritation of Mr. Keir Hardie and his friends—he went to his home in Toledo, Ohio, and completed his book on India that Mr. John Murray is to publish. It will be an illuminating defence of British administration and an appreciation of British representatives in the East, especially Lord Curzon.

The engagement is announced of Mr. Frederick William Carey, F.R.G.S., of the Chinese Customs Service (late Acting Commissioner, Tengyueh), and Gladys, elder daughter of the Rev. Roydon and Mrs. Latimer, of Breamore Rectory, Hampshire.

Another personal item of interest to Hongkong residents concerns the marriage yesterday at Boscombe of Mr. John Alfred Haskell, of Calcutta, son of the late Mr. John Haskell, of Compton Abbas, Dorset, and Miss Agnes Alabaster, elder daughter of the late Sir Chaloner Alabaster, of Boscombe, Consul General in China, and of Lady Alabaster, of Boscombe. The bride was given away by her cousin, Mr. Percy Alabaster. She wore a gown of white satin draped with Honiton lace, with a Court train of lace and chiffon. Master Teddy Alabaster, wearing a Kate Greenaway suit in powder blue, was in attendance as page, along with six bridesmaids.

THE JAPANESE AMBASSADOR TO LONDON.

At the end of this week Mr. Kato, the Japanese Ambassador, is due back in London after a return journey that has taken in Korea and Siberia. We also have with us again in London Mr. Koike, who six years ago was a well-known member of the embassy staff. Since then Mr. Koike has done fine service for his country at Mukden, in helping to settle many difficulties that cropped up from the Russo-Japanese war. When Mr. Kato gets back he will go to a fine new private residence in Grosvenor Square, where for many years successive Italian Ambassadors had their headquarters.

AVIATION.

Aviation is all the craze to-day. First France, then Italy, and now Germany have raised prodigious sums by public subscription for the additional arm to the naval and military equipment. France will take a whole lot of beating, because she secured a good start, but the Italians have been encouraged by the usefulness of the aeroplane in Tripoli to extend its arm in that direction, while Germany's present whirlwind campaign, under the auspices of Prince Henry of Prussia, to raise a sum that will "stagger humanity" and make the Fatherland secure in the air is being supported with a vengeance by individuals and communities. Meanwhile England has what all experts say is a fine organisation scheme, but it is being carried out but slowly and in a cheapsparing manner; moreover, British makers are sore at the number of foreign machines that are to be bought in preference to the home-made article. A year ago, they contend, it would have been quite wise to go abroad for the machines, but the conditions have now changed. England to-day has somewhat different problems to face than France, and the

Englishmen claim to be able to meet them better than the foreigners can hope to go. However, our scheme on paper is admitted to be excellent, and the thing to aim at is to hurry up the training of an adequate number of pilots, for we are hopelessly behind to-day. But even the hardest aviators are a little inclined to look askance at what is expected of them nowadays. There is the projected trip across the Atlantic from Boston to Galway, for instance, and the *Matin* competition for big prizes to cover the distance from Peking to Paris—something like eight thousand miles. That is the severest test ever yet applied. Some calculations have been made to show that the winner, if he gets through at all, will take ten days on the way. It will be a test of skill and endurance that will strain all but the most resourceful, for most of the way will be lacking in shelter, and bad weather is sure to be met with somewhere, especially in the Lake Baikal region. We have already had flights over the Alps and over the Pyrenees, so there is nothing much in the way of unusual altitudes to be encountered on this tremendous flight. Three thousand six hundred feet on the Yablonoi Mountains is said to be the highest point. At first sight there would seem to be great probability of difficulty in finding suitable landing places, but I am assured that this is not really more likely than in England, for there are wide spaces of open land to be crossed in this long jaunt, some of it desert, and less encumbrance will be offered than on many better known routes. When all that has been said, the trip remains the most dangerous ever undertaken. In August, when the race will be flown, there will be dangers in alighting in the plains covered by long grass, and dangers in the forest alongside the railroad that will be followed as far as possible. In any event a bad smash will be more than ordinarily serious, for there will be hopeless distances from repair-shops, and the man who gets over his difficulties in these outlandish points of crisis will deserve special praise for resourcefulness. Presumably each machine will carry two experienced pilots and both will be expert mechanics. As far as possible, bases of supply will be established, but the firms are engendering their wits to discover some adequate way of running tenders for the aeroplanes. Even the trans-Siberian express could not keep pace with an aeroplane in successful flight.

PARLIAMENT.

Members of Parliament are rather irritable just now. The reason is that they see an autumn session looming ahead of them and they fear they will escape either to their business or pleasure but seldom. If the Government are to carry the Home Rule Bill, the Welsh Disestablishment Bill, and a Franchise Reform Bill, there is no way out of it but to keep the mills going at Westminster right up to Christmas. Some advisers of the Government are inclined to a plan whereby there would be an adjournment of three weeks at Whitsuntide as a sop to members to stick to legislation thereafter till the middle of September, but the Lords are by no means likely to agree to stop in town all through the summer merely to expedite business from the Commons—even though that expedition would mean the throwing out of the two chief Government measures.

OCEAN GIANTS.

The growth of ocean giants has raised the important question of how much dry dock accommodation is available in cases of mishaps to these monster vessels. If, for instance, the *Titanic* has managed to huddle along to Cape Race or Halifax, what would have happened? There is no dock big enough on that side to deal with her. She would have had to be patched up and a coffer dam fixed; after which she would have had to be towed to Belfast, where there is accommodation for vessels of nearly 900 feet, or about twenty feet more than the *Titanic*. It is not yet announced what is to be done by the shipping companies, but there is no talk of abandoning the *Gigantic*, the White Star's next leviathan that was put in hand some months ago.

At Newport News in America there is a dry dock that could accommodate a vessel of 800 feet, and Montreal plans to have a huge one built there. On this side, there are twelve dry docks in England that can take over 800 feet apiece, but even the Lusitania class cannot be accommodated in them. To meet the new conditions there are thousand feet dry docks under construction on the Mersey and the Clyde. Abroad there are big docks at Gibraltar and Toulon, while Germany's best is at Bremen and can take in a ship of the extreme length of 754 feet and breadth of 88 feet 3 inches. Yet the remarkable thing is that Germany is building three fifty-thousand ton giants for the Hamburg-American Line that if anything happened to them in the Atlantic would have to make for Belfast for repairs.

A BIG WHARF SCHEME.

London also has a big new wharf scheme for Canvey Island, half-way between Tilbury Docks and Southend. It is part of a bill now before Parliament, providing for 3,000 feet of wharfage alongside the deepest part of the Thames. Vessels of the largest class could be accommodated there for goods and passengers, and in connection with the wharf scheme there is to be a railway connecting with Benfleet station on the London, Tilbury and Southend Railway. It is calculated that the new wharf could deal with four million tons of shipping every year. It would be available at all states of the tide, thus avoiding the immense delays that hamper the trade in London's closed docks. It is calculated that the whole undertaking could be completed in two years and the cost would only be about a fourth of that of a dock of equal efficiency. All the colonial governments having considerable trading relations with the Thames have petitioned the Parliamentary Select Committee in favour of the bill.

ACTIVITY IN BOATBUILDING YARDS.

Boatbuilders are having the time of their lives, equipping liners with adequate lifeboat accommodation. Continental lines are just as eager as the British to meet the public outcry in this respect for rafts and ships, and there are also the excursion steamers to be thought of, for the summer traffic is about to start and no ship is so crowded as the summer excursion craft.

There was a lot of tomfoolery about the strike of the *Olympic's* firemen the other day at Southampton, and I expect many of the men took it as a fine joke to take a holiday at the expense of the White Star line. But there is a swing of the pendulum in public opinion even now, and many people are coming to declare that the criticisms of the line and of its managing director, Mr. Bruce Ismay, are savage and unjust. I have seen some of the American comments on Mr. Ismay, and they are most disrespectful productions. In their desire to grip a scapegoat by the neck, the Yellow Press over there have been guilty of brutal cruelty.

BOAT STOWAGE.

AN IMPORTANT INVENTION.

The question of adequate boat accommodation on liners and passenger steamers for the number of passengers carried has been raised in a very serious form by the catastrophe to the *Titanic*. In this connection it is of interest to record that a well-known authority at Dover, with twenty-five years' experience of life-saving at sea, an ex-*linc* captain, whose inventions are in very general use in the Navy, as well as the Dover-Calais-Boulogne Channel passenger steamers, and Indian Marine, has just patented a device by which he claims that even gigantic liners like the *Titanic* will be able to carry boat accommodation for saving every soul on board, even when carrying her full freight. In an interview the captain informed a journalist that by the adoption of this latest invention there would be no difficulty in a vessel of the size of the *Titanic*, carrying 120 lifeboats, 38 ft. long by 8 ft. broad, and 3 ft. 6 in. deep, each capable of accommodating thirty or forty passengers. With the smaller number these boats would account for 3,500 souls.

The captain stated these boats could be safely swung out in about a minute when filled with passengers. Only two men are required to swing the boat out, and another to get her clear. As soon as the boat touches the sea a small sea anchor is put out, which keeps her riding head to sea, so that boatload after boatload of people, with only one man in charge of each, can be put out from a sinking ship. With a ship like the *Titanic* twenty boats can be swung out from either side simultaneously.

In cases of collision a liner's boats on one side are frequently smashed, as was the case when the *Oreana* was sunk off Eastbourne recently. The captain claims that with the use of his invention the danger of loss of boats in collision will be reduced to one in six at the worst, as compared with 50 per cent. at present. By the use of the captain's inventions on the cross-channel steamers, the average time for a boat being swung out is ten seconds. In these services every member of the crew, including stewards, goes through periodical boat drill, and the inventor strongly urges the necessity on big liners of a similar course being adopted, not only seamen, but firemen, coal-trimmers, stewards, etc., being properly drilled in case of great emergency. The inventor is Captain Frank Pett, deputy-harbourmaster, Dover.

THE PORTUGUESE CLERGY.

Along with other measures presented to Parliament with the view of reducing the country's expenses a proposal has been made to eliminate the clause in the law separating Church and State which grants pensions to the widows and children of priests. The *Times* correspondent at Lisbon says:—This has been well received by all Roman Catholics, as the grant of pensions was a direct attack upon the celibacy of the clergy, which is a fundamental principle of the Roman Catholic Church. Only a very restricted number of the clergy have accepted the law, and most of these belong to the lower ranks.

THE TRADE OF PAKHOI.

THE EFFECTS OF THE REVOLUTION.

The British Consular Report on the Trade of Pakhoi in 1911 is to hand. The report this year is by Mr. G. S. Moss, Assistant in the Consular Service. We make the following extracts:—

In spite of the quarantine declared against the port by Hongkong from May 18th to July 5th, the trade of Pakhoi for 1911 promised to be somewhat better than the average when the revolution upset all calculations. The political upheaval was undoubtedly a most popular one, but the withdrawal of the former officials found the Republic unprepared to replace the old administration, and the country nearly became a state of anarchy. Traveling became unsafe, the roads were beset with robbers, and trade was at a standstill. Up-country brokers did not dare to place orders, and merchants suffered severely. A heavy blow was dealt to the purchasing power of the district by the looting of Linchow, its largest town, and the burning of the Cantonese quarter there. The farmers suffered severely from brigands, many of their cattle being driven off, but fortunately a rich second rice crop had been gathered in and not much was left standing in the fields exposed to marauders. The money in the hands of the farmers from the sale of their crops could not, however, be invested by them in their usual winter purchases. Stocks could not be sold, and there was no demand for new imports. Merchants found their calculation upset, there was no security for the future, many fled to Hongkong, treasure was exported and money became very tight. The result has been that the net trade compared with the previous year shows a falling-off of some 198,000 taels and of some 320,000 taels when compared with the average for the period 1905-9.

The extent to which the trade of the port suffered owing to the revolution and consequent disorders is best shown in the customs revenue tables. In October, when conditions were normal, the revenue was 14,522 taels, but in November it fell to 9,526 taels, collected mostly at the beginning of the month, the stoppage of trade with the interior being eloquently reflected in the reduced revenue of 750 taels for December.

GENERAL OUTLOOK.

The disturbed state of the country being due to the presence of robbers and banditti, trade will probably not be secure until some administration is properly organized, and this is scarcely to be expected before the spring. When the roads are safe, products which have been kept back, notably sugar and indigo, will find their way down to Pakhoi, and belated orders for imports may be expected and, given good harvests, Pakhoi trade may hope to retrieve its losses during 1912. The increased demand caused by the arrival of a considerable army from Canton will help to render the temporary deprivation of the up-country markets less felt. Owing to the increased use of foreign clothing, caps, underwear and socks, a considerable expansion in the import of these articles is confidently anticipated. The future of exports will largely depend on the progress of events in Canton, the largest customer of native products. The lack of money renders it unlikely that the new administration will be able in the near future to contemplate seriously any schemes for improvement of communications, which are urgently needed, and the proposed railway to Nanning to tap the resources of Kwangsi seems to be as far distant as ever.

The troubles have served to demonstrate the absolute dependence of the commercial prosperity of the district on the Cantonese hong, to whose public-spirited energy the preservation of Pakhoi from the looting which befel its neighbour town of Linchow is chiefly due. In spite of their severe losses at Linchow it is encouraging to note that they show no signs of abandoning the district.

At present the country suffers chiefly from defective and unsafe communications and lack of banking facilities. Until security is restored and cottage industries and farming are properly organised on a large scale by responsible firms with sufficient capital, there seems no prospect of this district affording a market for machinery. Unfortunately there are no such signs of commercial progress, though a small extension of electric lighting from the plant of the Church Missionary Society's Hospital has been sufficient to demonstrate that a larger installation could be operated with certain profit.

THE SECRETARIES TO THE PEKING CABINET.

Mr. Wei Chen-tsu, the Principal Secretary of the Cabinet, was Under Secretary of Foreign Affairs at Nanking. He received his education in France. Another Secretary of the Cabinet is Mr. V. K. Wellington Koo, Ph.D. of Columbia University, New York. He had a distinguished career at his alma mater, being both an excellent writer and speaker. For two years he was editor-in-chief of the college daily paper and one year he was the principal debater in the intercollegiate contest with Cornell University. He was elected to the post of President of the Students' Alliance.

A UNIVERSITY FOR BANGKOK.

The *Hongkong Times* says:—We are able to make the important announcement that a University is to be established in Bangkok in the near future. His Majesty the King has sanctioned the scheme in its general outline, and the details are now being worked out. It is to be a University on modern lines, comparable more or less to those of such towns as Leeds and Birmingham, designed to supply the needs of the present day in this country. There will be eight faculties, viz., medicine, law, engineering, pedagogy, administration, agriculture, commerce, and political science.

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NOTICE.

NOTICE IS HEREBY GIVEN that a SCIP CERTIFICATE with respect to 10 Shares numbered 5451/5460 in the above-named Office standing in the name of Mr. RUTUNJEE SORABJE of Bombay, has been LOST, and should the same not be produced before the 12th June a New SCIP CERTIFICATE will be issued to the said Mr. RUTUNJEE SORABJE, and no transaction taking place under the old SCIP Certificate will be recognised by the Office.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 28th May, 1912. [764]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "AFGHAN PRINCE," FROM NEW YORK.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that an AVERAGE BOND is lying at the Office of the UNDER-SIGNED for SIGNATURE AND A DEPOSIT of 5 per cent is to be made before counter-signing Bills of Lading and that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery may be obtained.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 4th June, at 2.30 P.M. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before the 9th June, or they will not be recognised. No Fire Insurance has been effected. ARKHOLD, KABBURG & Co.,
General Agents.
Hongkong, 28th May, 1912. [765]

WANTED.

EXPERIENCED BOOKKEEPER for the end of the year by German Firm. First Class References Required.

Apply—
"BOOKKEEPER,"
Care of "Daily Press" Office.
Hongkong, 18th May, 1912. [722]

WANTED AT ONCE.

EXPERIENCED SHIPPING CLERK.
Apply—
A. B. E.,
Care of "Daily Press" Office.
Hongkong, 17th May, 1912. [720]

NOTICE OF REMOVAL.

THE OFFICES OF THE SUN LIFE ASSURANCE COMPANY OF CANADA ARE LOCATED ON THE FIRST FLOOR OF THE NEW POWER BUILDING, NO. 12, DES VOURS ROAD CENTRAL. Hongkong, 25th May, 1912. [749]

G. B. E.

NOTICE.

NOTICE IS HEREBY GIVEN that, on and after TUESDAY, the 28th inst., the Supply of Water to the RIDER MAIN DISTRICTS will be controlled by bringing the RIDER MAINS into Operation and that the Water will be turned on daily in each RIDER MAIN DISTRICT for Two Consecutive Hours. Information as to the hours of supply to any particular property may be obtained on application at the Office of the WATER AUTHORITY, the REGISTRAR-GENERAL or the TUNG WAH HOSPITAL.

W. CHATHAM,
Water Authority.
Public Works Department,
Hongkong, 27th May, 1912. [761]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE for 5 Shares, \$100 paid-up, numbered 8776 to 8780, standing in the Register in the name of NGAN HENG JOO, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the 23rd day of July next, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
A. B. ROUSE,
Acting Secretary.
Hongkong, 20th May, 1912. [724]

INTIMATIONS

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 1st day of JUNE, 1912, at 12.15 P.M. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1911.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 28th May, to SATURDAY, the 1st June, 1912, both days inclusive, during which period no Transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 23rd May, 1912. [698]

CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LTD.

NOTICE.

OWING to repairs being carried out on the Submarine section of the junction lines, some delay may be expected on Telephone calls between Hongkong and Kowloon during this week-end. Through the courtesy of the War Department and Civil Government no interruption will occur.

W. L. CARTER,
Manager.
Hongkong, 24th May, 1912. [738]

NOTICE.

MAN-HING CHEUNG & Co.,
MANUFACTURERS AND EXPORTERS
OF HIGH-CLASS
BATTAN AND SEAGRASS FURNITURE,
BAMBOO BLINDS, MATTING, &c., &c.

BEG to inform their Customers and the General Public that they have now REMOVED to No. 16, QUEEN'S ROAD CENTRAL, where they have a large Stock of Chairs, &c., &c.

Prices Reasonable.
Inspection Cordially Invited.
Orders Promptly executed.
Hongkong, 17th May, 1912. [721]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES
CROSSES and HEADSTONES
BLACK, RED and GREY GRANITE
MEMORIALS in Stock.
WREATHS with Glass Shades from \$4 up

BROWN, JONES & Co.,
41, MORRISON HILL ROAD.
Telephone 423.
Hongkong, 18th October 1911. [775]

GRACA & CO.

PESSEUR ST. (Hongkong Hotel Building).

Dealers in
POSTAGE STAMPS, VIEW POST
CARDS, FLOWER SEEDS,
CIGARS, BOOKS, TOYS, &c.

Just Received a Fine Selection of
FLOWER and VEGETABLE SEEDS.
Also for Sale
A few rare Masses, provisional Stamps of 1 cent POSTAL, 2 cent and 5 cent surcharged Cut Stamps.

452

BUTTER. BUTTER.

WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND ... 80 cts. per lb.
"DAIRYMAID" ... 75 "
"BUTTERCUP" ... 70 "
"PASTRY" ... 65 "

THE DAIRY FARM CO., LTD.

30

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH Bathing Dresses and Caps.

Finest Voiles, Striped, Flowers and Fancy.

Finest Muslins, Plain and Dotted.

Embroidered Materials, &c., &c.

You will find our range incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,

Corner of Zetland Street, Hongkong.

Hongkong, 13th May, 1912. [50]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [576]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co.

undertake every description of lighter work, including transshipments in the Harbour,

Delivery to any water frontage in the Colony, and conveyance to Canton and West River.

Small quantities handled and specially low rates quoted for large quantities.

LANE, CRAWFORD & CO.

TELEPHONE 91.

JUST RECEIVED

NEW STOCK OF CANDLE and ELECTRIC LIGHT SHADES

IN THE LATEST

ART DESIGNS and COLOURS

FOR

PIANO and TABLE DECORATION.

FANCY CUSHIONS

AND

CUSHION CASES

IN

LINEN, CRASH, MUSLIN, etc.

ALL

WASHABLE MATERIALS.

INSPECTION INVITED.

LANE, CRAWFORD & CO.

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions from B. A. HALL, Esq., to sell by Public Auction,

On TUESDAY, commencing at 2.45 P.M., the 4th June, 1912, at "Woburn," No. 81, The Peak, THE WHOLE OF HIS VALUABLE

HOUSEHOLD FURNITURE.

Comprising—

TEAK EXTENSION DINING TABLE,

SIDEBOARD, DINING WAGGON and

DINING CHAIRS, UPHOLSTERED

EASY CHAIRS, GLASS and CROCKERY

WARE, BRASS VASES, ORNAMENTS

and PICTURES, &c.

Double and Single WARDROBES with

Mirrors, MARBLE TOP WASHSTANDS,

TOILET TABLES, OVERMANTLES,

TEA and OCCASIONAL TABLES,

BOOKCASES, CARPETS, BUGS,

CURTAINS, &c., &c.

BATH ROOM and PANTRY requisites.

A few pieces of CANTON BLACKWOOD

WARE, and

1 COTTAGE PIANO, by the Robinson

Piano Co.

On View from SUNDAY, the 2nd June, 1912.

Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 25th May, 1912. [751]

FOR SALE

A Big Piece of LAND

FOR SALE.

A Piece of LAND situated in the Yunnan Province, in the District of Mang-Tee, opposite the East Gate, surrounded with Trees.

Apply to—
MR. OYOUNG YING HON,
Office, Wai Wo Co.,
209, Des Vours Road,
Hongkong.

Hongkong, 15th May, 1912. [714]

F & SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—

"Hongkong Daily Press" Office.

Hongkong, 13th March, 1912.

CHILDREN OF FAR CATHAY

A SOCIAL and POLITICAL NOVEL OF

ABSORBING INTEREST.

By CHAS. J. HALCOMBE

Formerly of the Imperial Chinese Customs

Service, Author of "The Mystic

Flowery Land," etc.

THE VOLUME which consists of 461

Pages, and includes a Sketch Plan of

historical interest showing the disposition of

the Forces at the battle of Kwilin, is dedicated

to SIR ROBERT HART, G.C.M.G., and Dr. A.

LEWIS.

Its description of Chinese Social Customs

and Superstitions, combined with the insight it

gives into political conditions in China, make

"CHILDREN OF FAR CATHAY" an excellent

volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese

Emblem in Gold.

PRICE \$3.50

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

INTIMATIONS

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NEW STOCK OF CANDLE and ELECTRIC LIGHT SHADES

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FOR

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FANCY CUSHIONS

AND

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NEDERLANDSCH-INDISCHE

HANDELSBANK.

(NEDERLANDSCH-INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (\$1,250,000)

Paid-up Capital Fl. 12,401,050 (\$1,033,421)

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HEAD OFFICE: AMSTERDAM.

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LONDON BANKERS

THE WILLIAMS & WILKINSON BANK,

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BRANCHES AND AGENTS all over the

World.

THE BANK transacts every description of

Banking and Exchange business, receives money

in Current Account at the rate of 2 per cent. per

annum on Daily balances and accepts Fixed

Deposits at the following rates:

12 months 4% per annum

6 do. 3% do.

3 do. 2% do.

E. J. H. VAN DELDEN, Acting Manager,

No. 8, Des Vours Road Central,

Hongkong, 17th May, 1912. [82]

THE

YOKOHAMA SPECIE BANK

LIMITED.

AUTHORIZED CAPITAL.....Yen 40,000,000

PAID-UP CAPITAL.....Yen 30,000,000

RESERVE FUND.....Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

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Dairen (Dalny) Newchwang

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Hankow Osaka Tokyo

Honolulu Peking

Kobe

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to

be obtained on application.

TAKAO TAKAMICHI,

Manager.

Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI

BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS \$1,500,000

STRENGTH \$1,500,000

SILVER \$1,750,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

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LONDON BANKERS:

LONDON COUNTY and WESTMINSTER

BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per

cent per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABB,

Chief Manager.

Hongkong, 23rd May, 1912. [19]

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL \$1,200,000

RESERVE FUND \$1,650,000

LIABILITY OF PROP'ORS \$1,200,000

FOREIGN EXCHANGE and General

Banking business transacted.

CURRENT ACCOUNTS opened and

FIXED DEPOSITS received for 1 year or

shorter periods at rates which will be quoted

on application.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN
1745.BEWARE OF
IMITATIONS.SOLE AGENTS IN HONGKONG
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.

"Analysis PROVES that
PLASMON
COCOA

yields a Delicious Beverage of much
greater nutritive value than ordinary
cocoa.—British Medical Jnl.
COCOA IN PERFECTION.
PLASMON is used by the ROYAL FAMILY
Plasmon, Ltd., London, Eng.

A GOOD SET
OF TEETHis of the greatest importance to everyone
for the sake of health and appearance.ROWLAND'S
ODONTO

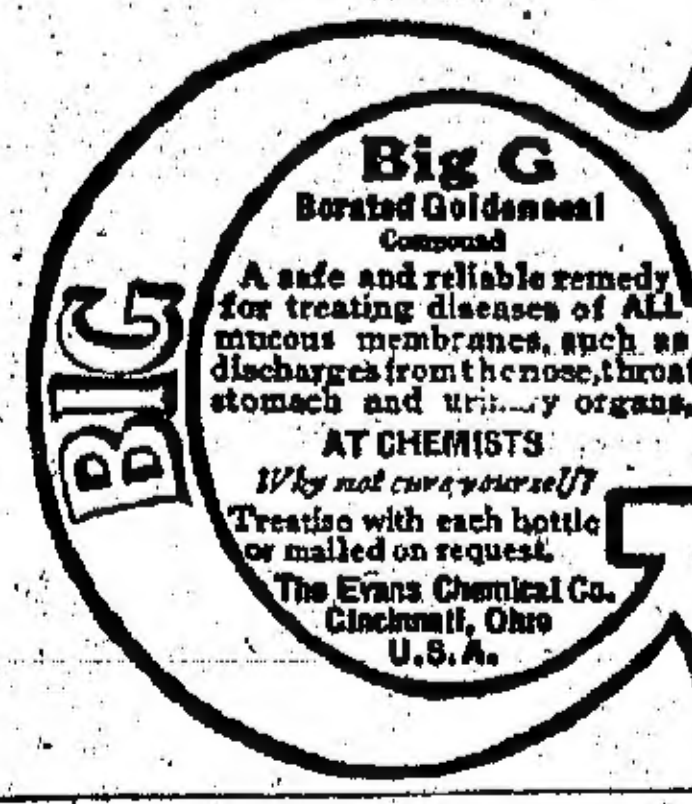
Thoroughly cleanses the teeth from all
impurities, whitens and preserves them,
prevents the formation of tartar, pro-
motes and retains beauty, and gives a
pleasing appearance to the mouth.

Contains Nothing Crispy or Acid. 2/6
per box. Sold by Stores, Chemists,
and ROWLANDS, 5, Hatton Garden,
London.

STOMALIX

Sale de Carlos. Cures Dyspepsia and all per-
cent. of Diseases of the Stomach and Intestines,
indigestion and other ailments.

Distributing Agents:—
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KEATING'S
POWDERAN UNWELCOME GUEST
Bate his hourly visit.
Such a steady boarder,
Never pays a bill.KILLS BUGS
FLEAS • FLIES.

"SELF" CURE NO FICTION!
NO SUFFERING NEED NOW DESPAIR.
THE NEW-FRENCH REMEDY
THERAPION NO. 1
is remarkably short time, often a few days only,
Cures blood poison, bad legs, ulcers, sores, painful
swelled joints, etc. when medicinal treatment fails.
THERAPION NO. 2
Cures chronic weakness, constipation, indigestion,
Other humors, Rheumatism, and all self-treatment
directions enclosed, of chemist or post-free 5/- from
The L. C. Co. Medicine Co., Haverstock Hill, Hamp-
stead, London, Eng. Try New Dragee (Artificial)
Form of Therapion, easy to take, safe, lasting cure.
Trade Mark word "THERAPION" is on
Bottle. Govt. Stamp affixed to every genuine packet.
THERAPION
CURES TO STAY CURED.

CONQUEST BY FINANCE.

WHAT IS GOING ON IN CHINA.

(BY "ASIATICUS" IN THE "DAILY MAIL.")

Is it realised in England that a move-
ment is on foot, started by great financial
syndicates, backed by our own Foreign
Office, among others, which, if it is not
checked, must assuredly bring about the
break up of China?

When the Chinese Revolution began and
the country lapsed into anarchy, tax-
collecting fell into partial abeyance. The
need for financial aid from outside soon
became apparent. Small loans were talk-
ed of at first, and a little money was ad-
vanced. Then came a project for a loan
of £42,000,000, afterwards increased to
£80,000,000. Within the last few days the
loan proposals have swelled to
£200,000,000; but I believe the scheme
which will be submitted to the public will
be £200,000,000 at once and another
£200,000,000 after a very brief interval.

MONEY FROM ENGLAND AND FRANCE.

The brains that are formulating these
loan proposals are in Berlin and New
York, but the bulk of the money will be
obtained in England and France. The
six Powers behind the syndicates are
Great Britain, France, Germany, the
United States, Russia, and Japan. How
can Russia and Japan lend money? Very
simply. They borrow at a comparatively
low rate in England and France and lend
to China at a higher rate. On the opera-
tions as a whole the bankers get the profits
and the six Governments get the responsi-
bility. For be it understood that these
are not really private loans, except when
it comes to sharing flotation and other
profits. The Powers, in effect, undertake
to see that interest and sinking fund are
paid. If China comes to grief they will
have to intervene.

It is not my intention to abuse the in-
ternational financiers, either in Peking
or in the great capitals. They are out
for business. There are handsome pick-
ings for everybody concerned. The banks
get their 5 per cent. on flotation and the
handling of the loan transactions after-
wards. But the business of some of us
who are not money-lenders is to point out
whether this extraordinary project may
lead the Powers, and Great Britain most
of all.

PLEGGED UP TO THE HILT.

If China was a stable State with a
sound Government the proposed vast loan
might not be considered excessive. She
has huge untapped resources. Undoubt-
edly a wise expenditure of great sums
might develop her prosperity and enable
her to face far more than her present li-
abilities. But the fact is that at the end
of 1911 she owed £135,000,000, with
another £10,000,000 to come, and her de-
pendable securities were pledged up to
the hilt. Much of the money advanced
has been wasted, but a substantial propor-
tion of it represents the Boxer indemnity.

What is the condition of China to-day?
A great part of the Empire is in chaos,
no allegiance to anybody. Three rival
generals, Yuan Chang-hsun in Southern
Shantung, Huang Hsing at Nanking, and
Li Hung at Hankow, seem disposed to
fight for their own hand. President
Yuan's most trusted troops were recently
in revolt and sacked portions of Peking.
The revolutionary army on the Yangtze
has repeatedly mutinied in sections.
Some of the provinces show a strong in-
clination to repudiate the authority of the
central Government. The new Ministry
carries little weight and is torn asunder
by factional differences. Sun Yat-sen, who
was never able to keep even Nanking in
order, has gone into retirement to preach
the cruder forms of Socialism. The last
six months have witnessed constant
upheavals and frequent massacres. The
loan negotiations at Peking have been
conducted almost within sight of burning
villages and a ravaged peasantry.

OUTER PROVINCES DROPPING AWAY.

Is it not madness that at such a time
the only remedy the Powers can press
upon China is that she should treble her
National Debt at a high rate of interest?
Is it fair to European investors that their
Governments should so mislead them?
The Chinese Administration is a hollow
shell which may collapse at any moment.
When the Japanese revolted they fought
to establish the authority of their Em-
peror, but the whole essence of the Chinese
Revolution is really repudiation of any
central authority. The outer provinces
are already dropping away.

China should not be taught to replace
her vanished revenue by loans. There is
no guarantee that the money will be fruit-
fully expended. In the competition to
thrust money on China even the pretence
of seeking guarantees has been steadily
relaxed. Much of certain recent loans—
I will not name them—has been deliberately
squandered. Some pretence may now be
made at devising guarantees of economi-
cal expenditure. Men are sitting in
Peking now waiting for fat billets as over-
lookers. Their posts will be shams. It
may be laid down as inevitable that any
large sums lent to China in her present
state will mostly vanish into the pockets
of her own officials.

And after? I am coming to that.
When China sinks under her load of in-
debtedness, or when the last vestiges of
orderly government disappear, there will
be a cry for intervention, and interven-
tion will mean administration. It will
be the case of Egypt over again. Europe
poured money into the hands of Ismail
while he was misgoverning a naturally
overwhelmingly someone else had to step
in and govern, and Ismail vanished, as
the Chinese Ministry will vanish.

BREAK UP OF CHINA.

That is what the most far-seeing minds
at the back of this movement are aiming
at. They do not want to help China, but
to smash her up; and the surest way to
smash up China is to lend her vast sums
which she cannot repay. We see at work
in the Far East the very newest form of
conquest, that of conquest by finance.
There will be a general scramble for ter-
ritory. There will probably also be war
over the spoils. A Dual Control failed in
Egypt. How can six Powers control the

WM. POWELL,
LTD.

Gentlemen's Outfitters.

The "HUSSAR" Collar

PERFECT FITTING.

FOUR FOLD.

HAND DRESSED.

\$5.00 Per Dozen.

WE STOCK THIS COLLAR IN ALL DEPTHS.

Sizes 13½ to 19

Wm. Powell, Ltd.

GARNER, QUELCH & Co.,

WINE MERCHANTS,

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Supply the Highest Quality WINES, SPIRITS, CIGARS
AND CIGARETTES obtainable, consistent with price.All Wines and Spirits bottled in Europe by Shippers of
World-wide reputation.

Experiments on Human Beings
have proved the body building
power of Bovril to be from
10 to 20 times the amount taken

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The Drink for Men

—and women and children, bless
them. Innocent without maw-
kiness, Montserrat Lime
Juice is the pure pro-
duct of the cultivated
lime.

MONTERRAT
LIME
JUICE

Supplied in two forms:
Unsweetened, i.e.,
Pure Lime Juice.
Sweetened, i.e.,
Lime Juice
Cordial.

internal administration of China? Six
European Powers cannot even agree about
the affairs of Crete.

There is only one national course for
the Western world to pursue regarding
China, and that is to lend her only the
money she requires to pay her troops, and
for other urgent necessities, until she has
found some way of political salvation,
established a stable Government, and got
her tax-collecting machinery at work again.

What has England to gain from acting
as cat's-paw in a subtle scheme for the
ruin of China? Why should we find the money
for China's defence? We cannot con-
trol a large slice of China. We have nei-
ther the men nor the strength to spare.
Our sole interests lie in the preservation
of some form of independent government
in China, and to that end we should do
our utmost to prevent her from plunging
into hopeless debt. The British and the
American peoples do not want to see
China broken up, and could stop this
thing if they realised whether their
Foreign Offices were dragging them.

If China passes under foreign control
the chief prizes will fall to her next-door
neighbours. We shall have done the pay-
ing.

APIOLINE

(CHAPOTEAUT)

LADIES SAFE
FELICITY

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
Prescribed by the highest French
Medical authorities and superior to
Tassey, steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
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FINE TUNING INCLUDED.

PIANO
REPAIRSLow Rates for
Good Work.MEDIUM
CHEAP and

THE BEST.

[94-1]

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Now Open.

The Best

in Japan.



THE

ANCIENT

CAPITAL.

NARA, JAPAN.

[384-2]

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"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

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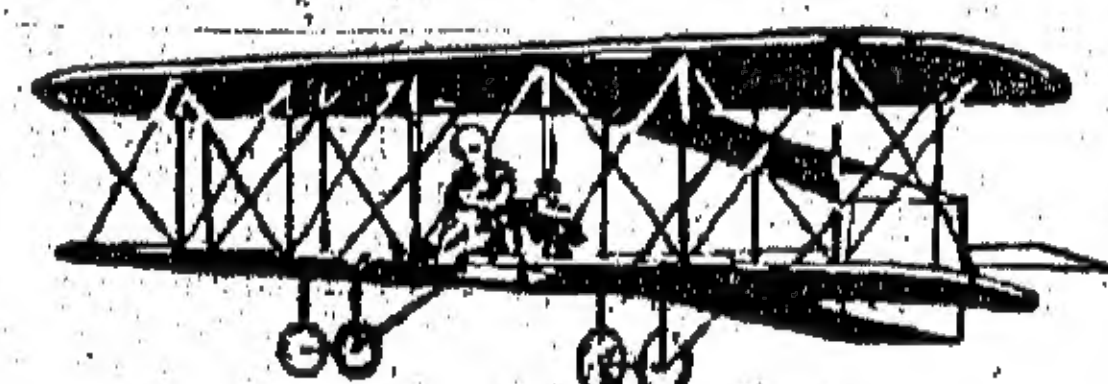
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& CO., LTD.

PRINTING INK MAKERS.

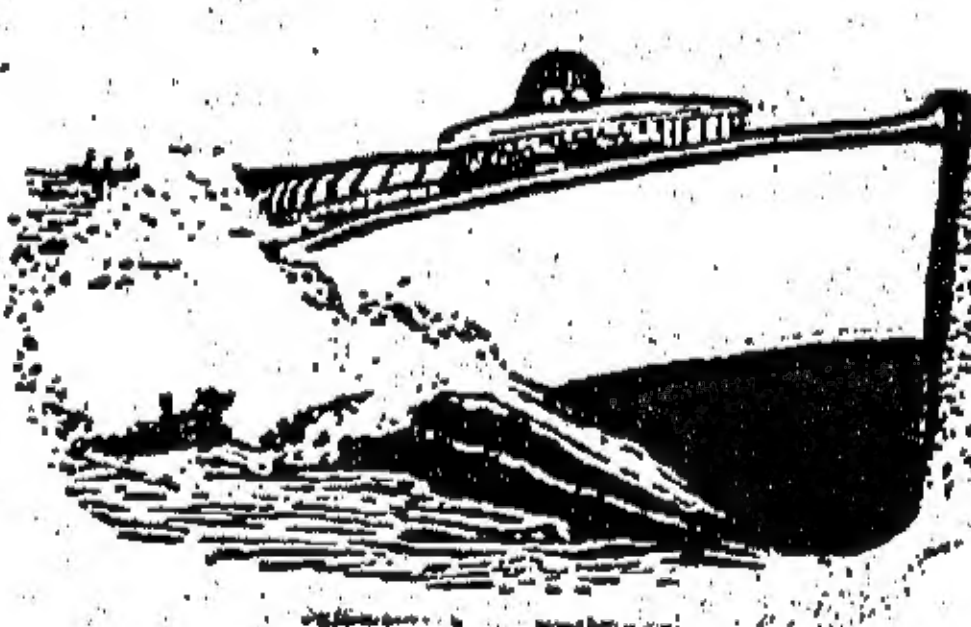
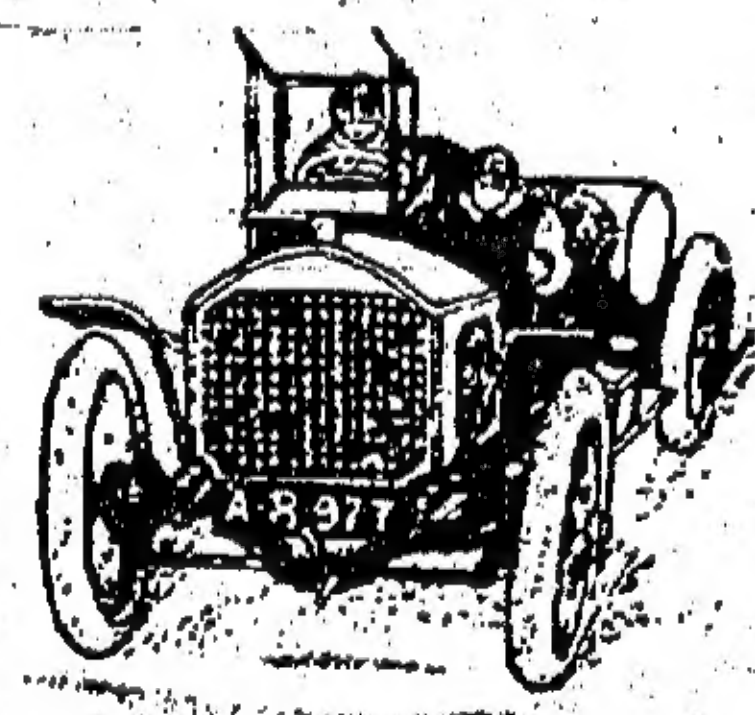
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HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.4

[995]



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ON ROAD OR OCEAN SWELL
YOU CAN BET YOUR BOTTOM DOLLAR

THE MOTOR SPIRIT

THE ASIATIC PETROLEUM CO. LTD.

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Central, Hongkong 131, Fleet Street, London

or from the different Agents.

Documents translated from or into Chinese

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPOSTS.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS.

with which is incorporated

THE CHINA OVERLAND TRADE REPORT

Subscription, paid in advance, \$12 per

annum. Postage \$2 to any part

of the World.

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Commercial Civil Service, on application.

STEAMERS.	Tons	Starting	1912
PERSIA	9,000	TUESDAY	11th June, at 1 P.M.
KOREA	18,000	TUESDAY	18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY	2nd July, at 1 P.M.
CHINA	10,200	TUESDAY	9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY	16th July, at 1 P.M.
NILE	11,000	TUESDAY	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERSIA	9,000	TUESDAY	27th Aug., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

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BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (Or.).

VIA
SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
ORTERIC	7th June

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, are most Commodious Accommodations, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

Telephone No. 780, KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIE" ... 3,000 tons ... End of May, 1912.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: ... 10th June.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Freight Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

14243-44

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	KITANO MARU Capt. F. E. Cope	9,000	WED'DAY, 5th June, at Daylight
	IYO MARU Capt. R. Takeda	7,000	WED'DAY, 19th June, at Daylight
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	KAMAKURA MARU Capt. K. Asakawa	7,000	TUESDAY, 4th June, at 4 P.M.
	TAMBA MARU Capt. S. Wada	7,000	TUESDAY, 18th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th June, at Noon
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 5th July, at Noon
BOMBAY via SINGAPORE, and COLOMBO	TANGO MARU Capt. K. Kawa	8,000	THURSDAY, 6th June
KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WED'DAY, 5th June, at Noon
NAGASAKI, KOBE & YOKOHAMA	WAKASA MARU Capt. N. Nielson	7,000	WED'DAY, 5th June
SHANGHAI, MOJI and KOBE			

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only. ‡ Calling at Keelung.

NEW LINE OF STEAMERS

BETWEEN
KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"KIRIN MARU," 4,000 tons, Capt. Deguchi, Saturday, 1st June.
"MIKE MARU," 4,000 tons, Capt. Yoshikawa, Saturday, 15th June.

1912 PASSENGER SEASON 1912

STEAMER	TONS	CAPTAIN	FROM HONGKONG
KITANO MARU	9,000	F. E. Cope	June 5th
IYO	7,000	R. Takeda	June 19th
KAMAKURA MARU	7,000	K. Asakawa	June 4th
TAMBA	7,000	S. Wada	June 18th

REDUCED SUMMER RATES

BETWEEN
HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st Class	\$135	\$122	\$108	\$95
2nd "	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

[12-13-4]-656



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4,000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 30th May, 4 P.M.
RUBI	4,000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 10th June, 4 P.M.

For Freight or Passage, apply to
Hongkong: 24th May, 1912.

SHEWAN, TOMES & Co., General Managers,
PHILIPPINES S.S. Co.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE.
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "AFRICA," 8,970 tons, will leave as above on 19th June, at 6 P.M.

TO SHANGHAI
S.S. "AFRICA," 8,940 tons, will leave as above on 4th June.
Superior accommodation for 1st and 2nd Class Cabin and Storage passengers. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £30 2nd Class. No surtax, no tips, no inside China, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.
S.S. "PERSIA," 12,500 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 30th May.

S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for TRIESTE, Fiume and Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on 31st May.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £45, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to—

SANDER, WIELER & Co., Agents.

Hongkong, 29th May, 1912.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	here		JAVA	Second half of May
TJITABOEN	JAVA		JAPAN	Second half of May
TJIBODAS	JAVA	First half of June	SHANGHAI	First half of June
TJIPANAS	JAPAN	First half of June	JAVA	First half of June
TJILIWONG	JAVA	First half of June	JAPAN	Second half of June
TJILATJAP	JAVA	Second half of June	SHANGHAI	First half of July
TJIMANOER	JAVA	First half of July	JAPAN	First half of July
TJIMAH	JAVA	Second half of July	SHANGHAI	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMER	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"RUELOW," Capt. H. Formes	16,900	on Friday
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"DERFFLINGER," Capt. F. Prosch	17,000	About Thursday, 30th May
MANILA, ANGAUL, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. D. Lenz	6,000	Saturday, 15th June, at 10 A.M.

KUDAT and SANDAKAN ... "BORNED" ... Capt. F. Sennbill, 5,000 tons, Middle of June.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 28th May, 1912

SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

new Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENJO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspapers containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourist's Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

77, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-AMERICAN RAILWAYS.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

7291 CHIEF OFFICE—LUDGATE CIRCUS LONDON, E.C.

LATEST STEAMER MOVEMENTS.

The P.M. str. Manchuria, which sailed from Hongkong on the 30th April, arrived at San Francisco on the 27th May.

The P.M. str. Korea from San Francisco sailed from Yokohama on the 28th May (carrying U.S. mails), en route to Hongkong, via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 10th June.

The P. & O. str. Simla left Singapore for this port on the 28th May, at 8 a.m., and is due here on the 2nd June, at 9 a.m.

The Yokohama office of the C.P.R. is in receipt of a wireless message from the B.M.S. Empress of Japan, which left here on the 11th May and Yokohama on the 21st May, advising all well. This message was despatched at midnight, on the 25th May, when the vessel was 1,580 miles distant from Japan.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER 1911. With Index. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 26th March, 1912.

PASSED THE CANAL.

April 19th—Benlary, Denbighshire, Monmouth, Nore, Pera, Tourane. 23rd—Bangloe, Benlond, Dardanus, Glamorganshire, Jason, Pak Ling, Patricia, Peleus, Preussen, Vladimir. 28th—Goeben, Jezeric, Mishima Maru, Vera, Princess Alice, Suevia. 30th—Blancafort, Brasilia, Hirano Maru, Teikoku, Alecia, Neleus. May 3rd—Ajaz, Australien, Monmouthshire, Nubia, Simla, Pranguebar. 7th—Denclench, Derfflinger, Glenloch, Indrasanah, Segovia, Telemachus, Arcadia. 10th—Belgravia, Dumbra, Kaga Maru, Lutzu, Peiho, Tanga Maru, Thebes, Africa, Indravell. 14th—Glenroy, Sambia. 17th—Aleinour, Austria, Idomeneus, Polyneon, Silecia, Sumatra, Don of Glamis, Katono. 21st—Benlars, Ceylon, Urmidon, Polyzeneon, Induna, Poon, Kansas, Tweeddale. May 24th—Achilles, Atsuta Maru, Kleist, Kamo Maru, Kanagawa, Moyune, Oceanian, Proteus, Rhus.

ARRIVALS AT HOME.

May 24th—Belgravia, Lutzu, Polyneon.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	BOERNEO Capt. W. H. S. Hall	10 A.M. 29th May	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SIMLA Capt. C. D. Goldsmith	Daylight 3rd June	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Barham	About 6th June	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA Capt. E. P. Martin, R.N.	Noon 8th June	See Special Advertisement.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent

Hongkong, 29th May, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SUNGKIANG"	On 30th May, 9 A.M.
SHANGHAI	"CHENAN"	On 30th May, 4 P.M.
AMOI, NINGPO and SHANGHAI	"IOHANG"	On 31st May, 4 P.M.
SHANGHAI	"LINAN"	On 1st June, 4 P.M.
MANILA, OBU and ILOILO	"KAIFONG"	On 4th June, 4 P.M.
HAIPHONG	"SUNGKIANG"	On 4th June, 9 A.M.
SHANGHAI	"CHENAN"	On 5th June, 4 P.M.
WEIHAWEI and TIENTSIN	"HUICHOW"	On 8th June, 4 P.M.
SHANGHAI	"ANHUI"	On 8th June, 11 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.MANILA LINE—TWIN SCREW STEAMERS "PEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft.
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
"ANHUI," "CHENAN," "CHINWUA" and "LINAN" with excellent accommoda-
tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,
leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through
Bills of Lading to all Yangtze and Northern China Ports.NE—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIRE,
AgentsFor Freight or Passage apply to—
Hongkong, 29th May, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.TAKING Cargo at Through Rates to all European North Continental and British
Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean
Levantine, Black-Baltic Sea and Ports, and all North and South American Ports.
NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. ALESIA	29th May
S.S. SEGOVIA	5th June
S.S. SILESIA	20th June
S.S. FUERST BUELOW	27th June

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 20th May, 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
VALDENHAM	On 31st May	On 6th June
EMPIRE	On 28th June	On 2nd July
ST. ALBANS	On 28th June	On 28th July

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
Agents.

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DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.
FOR

SWATOW, AMOI AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 31st May, at 11 A.M.
"HAIYAN"	Capt. J. S. Roach	TUESDAY, 4th June, at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 7th June, at 11 A.M.

For SWATOW AND RETURN.
(Occupying 3 Days)."HAIMUN" ... Capt. A. H. Stewart ... WEDNESDAY, 29th May, at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Race Pier).
During the months of June and July—Return Tickets available for three months will be
issued at a Reduction of 20 per cent. on the usual rate to Foochow.
For Freight and Passage, apply to—DOUGLAS, LAPEAUX & Co.,
General Managers.

Hongkong, 29th May, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND
TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
TENYO MARU	E. Bent	TUESDAY, 4th June, NOON.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 25th July, at Noon.
NIPPON MARU	W. E. Filmer	TUESDAY, 4th June, at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO via
SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND
HONOLULU, on TUESDAY, the 4th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO
and the TEBUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU,
MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUITQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH APPARATUS and POST OFFICES.SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS

MAIL SERVICE TO AND FROM

TONKIN

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd CLASSES) will leave Hongkong for
KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 5th June, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
VICTORIA, B.C. TACOMA via SHANG- HAI, MOJI, KOBE, YOKKAICHI, AND YOKO- HAMA	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,069	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.

O.S.K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle
Vancouver, Portland, and San Francisco:—From Manila
From Hongkong, Shanghai and Keelung ... G. \$130.00
From Nagasaki, Moji, Kobe and Yokohama ... G. \$110.00
1st class passage from Hongkong to Victoria, Tacoma,
Seattle, Vancouver, Portland and San Francisco ... G. \$110.00The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteering
Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW, and AMOI	"SOSHU MARU"	WEDNESDAY, 29th May, at 10 A.M.
TAMSUI via SWATOW and AMOI	"DAIGI MARU"	SUNDAY, 2nd June, at Noon.
FOOCHOW via SWATOW and AMOI	"KAISO MARU"	WEDNESDAY, 5th June, at Noon.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's BuildingsS. HIROI,
MANAGER

7727

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

WEDNESDAY, 29th May, 1912.

8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

THURSDAY, 30th May, 1912.

8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSIONS TO MACAO.

SUNDAY, 2nd JUNE.

The Company's Steamship

"HEUNGSHAN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

The Company's Steamship

"SUI AN,"

Will make an excursion trip to Macao, leaving Hongkong at 9 a.m. and returning
from Macao at 4 p.m. Usual Excursion Fares.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOH LINE

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuho every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuho for Canton on the same days at 8.30 a.m.Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUI." These vessels have superior

Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR
TAKING PASSENGERS ALSO FOR
MARSEILLES AND LONDONCOLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLONBO		Leave HONGKONG	Connecting Steamers from COLONBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	Month, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DELTA	8000	June 8	MACEDONIA	10500	July 6	July 12
ARCADIA ..	7000	June 22	MOREA ...	11000	July 20	July 26
ASSATE	7500	July 6	NARMORA ...	10000	Aug. 4	Aug. 10

Passengers change Steamers at COLOMBO, and must use the HALL/ADA transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES TO LONDON.

1st SALOON 271.0 SINGLE, £106.14 RETURN.

2nd SALOON 248.0 SINGLE, £99.20 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CAREYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
BOERNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26
SIMLA	6000	July 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON.

1st SALOON 255.0 SINGLE, £92.10 RETURN.

2nd SALOON 238.10 SINGLE, £85.74 RETURN.

For further Particulars, apply to—

H. W. D. SHALLARD,

Acting Superintendent

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CANTON"	6,500	About 4th July

For Freight and Further Particulars, apply to

Telephone No. 171

ARTHUR NIELSEN

